

Today's Advertisements.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ST. NINIAN,"
will be despatched as above on or about the 8th instant, 1898.

To be followed by
S.S. "CRAIGFARN," on or about 20th July, 1898.
S.S. "FORTUNA," on or about 31st August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 7th July, 1898. [735]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 7th July, 1898. [833]

OCEAN STEAMSHIP COMPANY,
FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"DEUCALION,"
Captain Branch, will be despatched on MONDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th July, 1898. [845]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG,"
Captain Osterbride, will be despatched as above on MONDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th July, 1898. [805]

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTONI UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and NORTH AMERICAN PORTS up to CALLOA.
Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.
THE Steamship
"BORMIDA,"
Captain Barabino, will be despatched as above on TUESDAY, the 12th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 7th July, 1898. [834]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"JAPAN,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From Italy, ex S.S. *Sulvia*,
From Madras, ex S.S. *Leodiana* and *Lafpoora*.
Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong 7th June, 1898. [1-15]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From London, &c., ex S.S. *India*,
From Persian Gulf, ex S.S. *Pachmaha* and *Kilwa*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 7th July, 1898. [1-15]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MINISTERS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.O.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day to which the notice is to be published.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it therefore the best medium for Advertisers. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telephone address—"Telegraph," Hongkong.

BIRTH.

On the 16th June, at Akitsaka, Japan, the wife of ALFRED R. PATTERSON, Chief Engineer, Royal Navy, of a son.

The Hongkong Telegraph
HONGKONG, THURSDAY, JULY 7, 1898.

NOTES AND COMMENTS.

Sensational rumours have been going the round of the Colony for some days past about the alleged split in the camp of the Philippine rebels, but they are all more or less vague and nothing of the nature of a definite statement can be obtained. It appears to be beyond a doubt that two separate parties exist, the one favouring the annexation of the Philippines by the United States, while the other is desirous of a Philippine Republic being instituted, without the United States or any other Power having any control whatsoever over its actions. The arrest of SANCIDO and ARTACHO by order of AGUINALDO on their arrival at Cavite, certainly shows that the relations between the rebel leaders are not so cordial as they might be, and it is freely stated that

AGUINALDO intends to shoot the latter, as he considers that his presence constitutes a danger to the rebel cause. We have during the last day or so made enquiries amongst the Philippines resident in Hongkong, but they all declare themselves to be ignorant of the present state of affairs in the rebel ranks, owing to their letters having been cut off in some mysterious manner for the last few weeks.

It is considered doubtful if AGUINALDO will really go so far as to shoot ARTACHO, as it is understood that Consul WILLIAMS and Admiral DAWY will object to any such action, but among many of the rebels here it is stated that AGUINALDO will not be deterred from his purpose by any interference on the part of the Americans. It is thought by many that AGUINALDO will now take the bit between his teeth and insist on equal rights being granted to the Philippines with the Americans, and will refuse to place himself under the orders of Admiral DAWY, but will demand to be consulted on all matters as being the Commander-in-Chief of the rebel forces who are the allies, and not the servants of the United States.

Another version of the state of affairs is to the effect that it is the intention of the rebels to inform the Americans that they have no further use for their services so soon as the Spanish power in the Philippines has been completely overcome. The plea of the rebels will be "we had already crippled the forces of the Spaniards before you arrived, and had carried on a warfare against them for some time before ever you appeared upon the scene. We are willing for you to help us to overthrow Spanish dominion in the Archipelago, but we never intended to help you to take our land for yourselves and will not consent to your doing so now." Should this prove to be the state of the case, it will be lucky for the Americans if the rupture should not occur until after the capture of Manila, for if the rebels commence to quarrel amongst themselves and to shoot one another there is every probability of one party of them taking the side of Spain, in which case Admiral DAWY would find that all the arms and ammunition he has supplied them with, or which he has permitted them to obtain from outside sources will enable them to make a far better stand against his forces than they were ever able to make against the Spaniards.

It is to be hoped that all the rumours that have been in circulation of late with regard to dissension amongst the rebels will prove to be groundless, for any action on their part which is contrary to the interests of the United States will lead to further complications, even perhaps to the Americans being obliged to consider the rebels as enemies, instead of allies who have the same ends in view as they have themselves. Should the Americans determine to hold the Philippines, of which there appears to be little doubt, and the rebels refuse to submit to the rule of the United States, then affairs in the Philippines will be in a worse condition than before the commencement of the war. The best that the rebels can do is to submit quietly to the United States taking over the government of the Philippines and by showing that they are capable of self restraint, and possess a sufficient degree of civilization and education, prevail upon their new masters to grant them the privilege of having a voice in the government of their country.

TELEGRAMS.

(Special to the Hongkong Telegraph.)

THE REBELLION IN KWANGSI.

WUCHOW THREATENED.

GUNBOATS ASKED FOR.

CANTON, July 7th.

2.40 P.M.

The rebels are everywhere victorious and are now advancing in force on Wuchow. The British consul and the Commissioner of Customs at Wuchow have telegraphed for gunboats to protect the foreign residents. The current in the river being very strong it would be advisable to despatch torpedo-boats from Hongkong armed with machine guns.

H.M.S. "TWEED" TO THE RESCUE.

We understand that H.M.S. *Tweed* is being prepared for sea with all haste, but, as our correspondent points out that the current in the West River is very strong at present, we fear she will be late in arriving at the scene of the disturbance.

REUTER'S MESSAGE.

THE SPANISH-AMERICAN WAR.

THE RECENT NAVAL ENGAGEMENT.

LONDON, July 5th.

On Sunday morning Admiral Cervera's squadron made an attempt to dash out of the harbour of Santiago de Cuba, and tried to escape Westward. Admiral Sampson's squadron instantly gave chase. The Spaniards fought bravely, but the torments of ship drove all their ships on shore, where the crews burned them. Three hundred and fifty Spaniards were killed or drowned, one hundred and sixty wounded and sixteen hundred taken prisoners including Admiral Cervera. The Americans lost three men.

General Shafter has now demanded the surrender of Santiago de Cuba, otherwise he will bombard the city.
Admiral Sampson is now able to enter the harbour.

WEATHER REPORT.

The Observatory report to-day says:—On the 7th at 11.45 a.m.: The barometer has fallen in E. Japan, and is inclined to rise on the E. coast of China. The low pressure area has moved Eastwards into the Sea of Japan. Pressure remains high in the neighbourhood of the Loochoo Islands. Gradients moderate in the North and slight in the South, mainly for S. winds. FORECAST:—Light or moderate S.E. winds; fair.

LOCAL AND GENERAL.

STEALING from the person to-day resulted in a coolie, being sent to goal for forty-two days.

An Indian watchman who was caught trespassing on War Department Lands was to-day fined \$5, in default fourteen days.

A FRIVOLOUS young creature named Ada Bain, charged by P.C. McKay with being drunk and incapable was to-day fined \$1 in default seven days' goal.

At the Magistracy to-day Sergeant Dymond prosecuted three coolies for gambling in Gutzlaff Street. Fines of \$3 each, in default ten days were imposed.

We are informed by the Colonial Secretary that a telegram has been received from Saigon which reads as follows:—"Quarantine has been abolished. Medical inspection."

The new meteorological observatory, which is being built at Tomachi, in the vicinity of Nagasaki, is now approaching completion and will be opened on or about the 15th July, when the present observatory at Jinsen will be closed.

In order to prevent the drain of specie, the Bank of Japan is endeavouring to utilize by means of exchange the indemnity now deposited at the Bank of England. The amount drawn out since the latter part of April last is said to have reached about 16,000,000 yen.

A WOMAN aged 73 met her death by falling from a four-storey roof in Pottinger Street this morning. The deceased who was a "small lot" woman fell into the back yard while hanging out some clothes. She was fearfully smashed when picked up and death was instantaneous.

An extensive release of cigars was made on board the battleship *Massachusetts*, the flagship of the Channel Squadron, recently returned to Portsmouth. In the course of their search of the vessel, the Customs authorities discovered a torpedo tube where were 1,500 contraband cigars.

MR. G. N. CURZON, Under-Secretary for Foreign Affairs, stated in the House of Commons on the 6th June, that the despatch of troops by Russia to the Yangtsekiang, unless China assented, would constitute an act of war, and that in such an event, the British Government would take the requisite steps to protect British interests. Mr. Curzon, in referring to Port Arthur and Tientsin, said that British warships would continue to exercise the treaty rights which gave them access to the Chinese ports.

ABOUT midnight on the 9th ult., the *Japan Times* says, the police despatch station at Kagiho, Formosa, was suddenly attacked by about fifty insurgents. The Japanese police, seven in number, defended the place for about two hours, but being greatly outnumbered, the insurgents gradually made their way to the station, on which they directed a sharp fire. Two constables were killed and three other constables were wounded. The rest of the police then made their escape to report the matter to headquarters. The insurgents rushed into the station, which was soon set on fire. When a strong force of police arrived on the scene of action, the rebels had disappeared.

A BERLIN correspondent of the *New York Times*, speaking of the mobilising of troops in French (barricade) in the United States, says that over in Germany mobilising is also going on, but in a curiously different manner. It is all on account of an agitation begun by Major Lewin, who has impressed on the Emperor and the Colonial Authorities the danger of the German colonies in Africa rapidly becoming a race of half-breeds. A company of maidens who are desirous of emigrating to the German Colonies of Africa, with a view of marrying there, is being assembled. The first detachment will go to German South-West Africa. This reminds one of those shiploads of young English women who sailed from England to Virginia in the early Colonial days to become the wives of the Southern settlers.

M. DUCHESNE, a retired officer of the merchant service living in the Rue d'Alsace, Paris, brought home an orang-outang with him from Borneo some two years ago. The brute has since grown to its full size, and is a terror to the neighbour. Its master refuses to chain it up, contenting himself, says the Paris correspondent of the "Morning Post," with shutting the animal in his bedroom before going out. M. Duchesne did this as usual on Sunday, which was the day selected by a burglar to make a professional call at his apartment. Nicolas Bargeve, alias "The Devourer," had only completed his ninth term of imprisonment three days ago, and was, consequently, unaware that M. Duchesne kept a pet. However, when he broke into the bedroom the burglar found himself grasped by two hairy paws. The orang-outang bit him horribly in the face, and was trying to strangle the captive when the burglar's screams brought help. The ape retreated to a corner showing its teeth, and threatening to spring on the new arrivals. Bargeve was drawn out of the room by his feet, and after having been medically attended to, was conveyed to the depot infirmary. He had gone mad. The burglar now imagines himself to have been changed into an ape.

An opium offender was to-day fined \$35 or six weeks for having two tablets of the drug unlawfully in his possession.

The Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:—

Overture.....Eckhardt.....Marie
Selection.....La Fille Du Regiment.....Catalani
Valse.....Landichee Bilde.....Catalani
Sera E. Duet.....Verdi
Selection.....Rococo.....Suppe
Valse.....The Colored.....Bucclat
Gold Save the Queen.

THREE coolies charged with assaulting the foreman at the Electric Light Works, were charged at the Magistracy to-day. Mr. Melbourne appeared for the prosecution. After evidence had been heard the accused were fined \$15 in default six weeks and three Chinese female witnesses who came to give evidence for the accused were fined \$3 each for telling what Capt. Hastings called most palpable lies.

For many years past the illicit importation of alcohol into Japan has been going on and lately it has been much on the increase. According to the *Yokohama Asahi*, we learn that there are at present in the Yokohama Settlement upwards of ten firms which act as agents for such imported alcohol, and there are at least some 100,000 cases of spirit in store there of a value of 1,000,000 yen, taking the cost per box as 12 yen. The two German steamers which arrived in Yokohama only a few days ago, brought 20,500 cases, which were delivered to certain firms in the settlement. The *Asahi* says that some Japanese in conspiracy with foreign merchants are forwarding the alcohol into the interior packed in kerosene cases and in this way they escape duty. The profits coming from this illicit trade must naturally be very considerable.—*Japan Times*.

A 16in. coast-defence gun, it is stated, is being constructed for the War Department at the Bethlehem Ironworks, Pennsylvania. This enormous gun will be placed somewhere in New York Harbour, very likely in a turret-back turret built upon Rorer Shoals, which are almost directly in the centre of a line drawn between Norton Point, Coney Island, and Sandy Hook Light. Mr. J. F. Meigs, under whose direction the striking energy of the projectile, propelled by a 7,000lb. charge of powder, will be 60,000 feet. This is approximately equal to the shock which would result were a 6,000 ton steamer brought to a sudden stop while running at the speed of 16 miles an hour. The range of the gun will be over 16 miles, and should the present plan be carried out New York will eventually be protected by 14 such cannons.

THE *Jiji Shimpo* writes in very emphatic terms about the Hispano-American war. It declares the struggle to be between liberty and despotism; between enlightened civilization and heathen stagnation. The condition of the Cuban and of the inhabitants of the Philippines under Spanish rule invited the interference of the civilized world and if America has drawn the sword in their behalf, her success must be the earnest wish of all progressive countries. What we have to hope for Spain is that she herself will emerge with a new system of Government and a new development of progressive tendencies. As for the future of the Philippines, the *Jiji* unhesitatingly declares that Japan must desire to see them in American hands. It is out of the question that they should be declared independent and placed under the control of the semi-barbarous people now in rebellion. The result would merely invite future complications. It would be impossible for the inhabitants to maintain their independence, and their manifest inability to repel aggression would afford a constant temptation to Powers whose propensity to her shores Japan could not view without disquiet. But she knows that the policy of the United States is one of commercial expansion only, and with every nation honestly pursuing such a policy her relations can not be too close. She has no ambition for territorial aggrandisement herself, and she entertains such a genuine sentiment of friendship towards America that she desires nothing better than to have the Great Republic for a neighbour.

THE Russian Government has taken a very remarkable and significant step, says a home journal. There exists at St. Petersburg a learned society for the study of economics, which received its charter from the Empress Catherine II., and has been confirmed in its privileges by nearly all the succeeding sovereigns of Russia, including the present Czar. It is not, therefore, likely to prove a revolutionary or dangerous body; yet at its last annual meeting, held at St. Petersburg on May 4th (new style), we are informed that it received a confidential communication from the Minister of the Interior, requesting it to suspend all public meetings, either of the whole body or of that section which is specially concerned with statistical subjects. The society objecting to comply, pressure was brought to bear on the President, who ruled that two addresses which had been promised—one of them on the Imperial labour legislation—could not be given; and the Department moreover sent a confidential circular to the Press, requiring them to refrain from noticing its proceedings pending its reorganisation. Now it was this society whose researches did much to reveal the real magnitude of the famine of 1891-93, and showed also that the conditions which produced that calamity were exceedingly likely to recur. That conclusion is now being verified. Over a very large area of the Russian Empire, the last autumn and spring sowings have failed; and as the reserve store of seed-corn is being consumed as food, the distress is likely to be very serious. The society was investigating the situation; but the Government, it would seem, shrinks from the publication of the results. Its action is a significant comment both on the apprehensions of a European war and on the ability of Russia to enter into it.

This total number of whales caught by the Russian whaling steamers in Korean waters from January to May last amounted to 74, the total weight being some 23,000 piculs. They were all shipped to Nagasaki.

THE Emperor William received the Chinese Minister Li Hsi-hwan in audience on 30th May. The Envoy apprised his Majesty of the telegram just received from his Emperor, instructing him to thank him most heartily for the bestowal of the Order of the Black Eagle, and to inform him that his Celestial Majesty has also conferred on him the highest order in his gift—the Double Dragon of the First Grade of the First Class.

MR. YAMASHINA, a salvage contractor, has most carefully searched for the Japanese cruiser *Usuki*, which is supposed to have foundered off the Pescadores. No sign of the vessel has been discovered. The place where the natives allege that the vessel sank consists of a series of sunken reefs. Something like the ribs of a vessel have been discovered among the reefs, but they are certainly not those of a war-ship. Mr. Yamashina has abandoned further attempts to find the lost cruiser.

INLAND STEAM NAVIGATION REGULATIONS OF 1898.

Our Canton correspondent forwards the following rules for inland navigation together with the Tientsin-Yamen covering letter. We presume that the inland waters will now be formally declared open.

A. REGISTRATION.

1.—The inland waters of the Treaty Port provinces are hereby opened to small steamers, native or foreign, plying from Treaty Ports.

2.—Small steamers at Treaty Ports whether plying only in the waters of the port or going thence inland, are to be registered at the Customs and to take out papers at the Customs containing owners name and residence, name and type of steamer, number, crew, etc., etc., in addition to whatever national papers they are allowed or required by law to carry; such Customs papers are to be renewed annually and are to be surrendered on change of ownership or when the vessel ceases to ply. The fee for the first issue of Customs papers will be 10 taels and for each renewal 5 taels.

3.—Small steamers thus registered at the Customs may ply freely in the waters of the port without reporting their movements at the Customs; but if they go inland they must report both departure and return. No unregistered steamer will be allowed to proceed inland.

4.—As regards exhibition of lights, prevention of collision, shipping of crews, and inspection of machinery, etc., etc., all such steamers are to observe the rules in force at the port they belong to.

B. DUTY OF.

5.—Cargo shipped at Treaty Ports is to be reported to the Customs and is to pay such duties as the Customs decide to be payable. Cargo brought to a Treaty Port from inland is to be similarly dealt with.

6.—Cargo landed or shipped inland is to pay at the place of landing or shipment whatever dues or duties the local regulations call for.

7.—If such steamers have vessels in tow, they must bring to at whatever stations the vessels towed are required to stop at for their cargoes to be dealt with as local rules prescribe.

C. JUDICIAL.

8.—Offences inland, whether against revenue laws or affecting persons or property, are to be dealt with by the local authorities of the district in the same way as if there committed by their own people; but if the vessel concerned is a Chinese vessel, the local authorities are to communicate with the Commissioner of Customs, and the Commissioner is to turn with the Consul, who may send a deputy to watch the proceedings. If the offender is a foreigner, he is to be sent to the Consul at the nearest Treaty Port, in the manner prescribed by Treaties where foreigners without passports are arrested.

9.—If any such steamer passes inland stations that ought to be stopped at, without stopping, or if the crew etc., etc., creates trouble inland, the Customs may withdraw the Customs papers and refuse the vessel permission to proceed inland again.

The above rules are for the inauguration of steam traffic on inland waters and are subject to such changes as may from time to time be found necessary.

(Covering letter of Tientsin Yamen).

PEKING, June 3rd, 1898.

The Prince and Ministers have the honor to state that ever since China entered into commercial relations with foreign powers, steamers have been running at their pleasure to the coast and riverine Treaty Ports. The result is that trade has daily increased, steamers however have hitherto never been permitted to run on the inland rivers.

Soochow and Hangchow have in recent years been opened as Treaty Ports and native craft in plying to and from these ports carrying passengers and merchandise have for the most part been towed by steamers. This is in every way a convenient and expeditious system. Both Chinese and foreign merchants have requested that companies be formed and vessels built to ply to various ports. It seems therefore right to do what is suitable for the occasion and make such changes that will accommodate themselves to the utmost benefit of the interests concerned.

The Yamen has now decided to allow small steamers, foreign or Chinese, to ply on the inland rivers in the provinces where commercial intercourse with foreign nations is carried on, in the hope that trade will thereby expand and the revenue be increased.

In obedience to instructions, the Inspector General of Customs has drawn up and submitted a set of rules, also in all, to put in operation. There have been carefully examined and can be put in force experimentally.

The Yamen memorially the Emperor on the subject, and received His Majesty's Decree to put the rules into operation. The Yamen have also addressed the Ministers, Superintendents of Northern and Southern Trade, the Viceroy, Governors, Tartar Generals, Lieutenant Generals, also instructed the Inspector General of Customs, the Custom Treaties and the Superintendent of Customs at Canton in like manner to act accordingly.

As in duty bound, the Prince and Ministers send a copy of the rules drawn up by the Inspector General of Customs, and beg that the Minister of the United States will instruct the United States Consul in China to notify American merchants that they must duly observe them. It is to be hoped that in future, the trade of Chinese and foreigners will be increasing prosperously and that this source of revenue to China will not be interfered with.

THE WAR.

ARRIVAL OF THE "YUENSANG."
BRINGS REFUGEES FROM THE
PHILIPPINES.

The *Yuensang* arrived here from Manila via Amoy yesterday afternoon with about 300 priests and 500 Chinese. The *Yuensang* left Manila on the afternoon of 30th ult., about two hours after the arrival of the troops and brought no further news than the *Zephyr* which left about twenty-four hours later. The priests brought down here were taken aboard at Dagupan which was several times last week attacked by the rebels who were repulsed with great loss by a hundred Spanish soldiers and a large number of loyal natives.

NEWS FROM MANILA.

SAFETY OF THE GOVERNOR
GENERAL'S WIFE.

GENERAL MONTE'S DEATH UNTRUE.

It appears that General Monte was not killed, as reported, but has managed to reach Manila bringing the Governor General's wife and family with him. They went overland from Macababe to Pampanga and from thence by canoe to Manila. They had a terrible voyage, having to run the gauntlet of the rebel posts on the river banks, when challenged replying that they were a rebel boat conveying prisoners to Cavite. At one point they were ordered to stop and on refusing to do so were fired upon, the rebels afterwards pursuing them into the open bay, where the small canoe was almost swamped by the squalls, but they managed to reach Manila although nearly starved.

The Spaniards are now strongly posted on the outskirts of the town and also along the whole length of the conduit leading to the waterworks. The conduct they probably hold on to, as the rebels pickets were everywhere and could easily raid the position and destroy the conduit, but being extremely anxious to conciliate the neutrals they refrain from doing so on account of the horrible privations that such an act would cause in Manila.

The rebels have never employed cannon against Manila hitherto, but are now bringing sixty guns into position with the intention of simultaneously striking the Spanish fortifications at Santa Mesa, Santa Ana and Malate and by rendering them useless rendering it a simple thing to take the Spaniards inside the city with a minimum of danger to the non-combatants and their property. It is expected to take a week to bring the guns up, as they will have to be taken a long way round over difficult country and carry is undesirable.

At the large rebel camps at Malabon, Caloocan, Francisco, Marikina, San Pedro and Paranaque perfect order prevails, and the rebels are delighted with a successful raid that they have discovered for drawing the Spanish fire by firing crackers in the dense woods. They state that at the capture of Caloocan they had only one shot. Similarly at Caliguitan they had but few shots, so they surround the place at night and attracted the Spanish fire by letting off crackers while the main force crept up close with their machetes. In the mean time the Spaniards squandered all their ammunition in firing at the spots were the sound of the crackers came from and then halted, leaving the rebels to take possession of the post without resistance.

On the 30th June a river steamer from Bolacan ran the blockade, bringing two hundred refugees, principally women and children, to Manila for safety.

The Spaniards are now employing gangs of natives with axes and machetes in clearing the woods on the outskirts of the town. The gangs are under Spanish overseers armed with horse-whips.

The Manila authorities declined to entertain the people that should be declared a neutral zone, stating that foreigners must take their own risks, while the Spaniards were sacrificing everything to defend their own lives. It is even privately hinted by the authorities that it may be found necessary to destroy the town in order that the city may be properly defended.

The Spanish troops are now properly fed. Provisions are fairly plentiful, and the distances between the base and the outposts being shorter, it is easier to keep up supplies.

The British warships celebrated the anniversary of Queen Victoria's coronation by a regatta in the Bay.

LATEST BY WIRE.

LONDON, June 22nd.
Ex-President Cleveland, in a speech at Princeton University, strongly condemned the idea of American annexation of territory through conquest.

A surgeon, attached to Admiral Sampson's fleet, at Santiago, certifies that the bodies of the American dead, raised and buried by the Spaniards, were subjected to mutilation being due to the Mauter bullets.

A Pekin telegram announces that the Taming Yamen has signed a contract with Senator Luzzati, representing an Anglo-Italian Syndicate, giving the syndicate exclusive control of all iron and coal deposits in the northern section of Hunan.

June 23rd.
General Gracia, the insurgent leader, has informed Admiral Sampson that General Pando, with a large force, is marching to reinforce Santiago.

Yesterday morning, after a bombardment by warships to clear the bush fringing the shore, the American transports began landing troops at Balaguit, seventeen miles to the eastward of Santiago, steam pinnaces being employed in towing boat-loads of soldiers ashore. The sea was calm, and the landing of the troops was completed easily, resistance being offered by the Spaniards. A force of Cobans, numbering about a thousand, watched on the shore whilst the disembarkation took place. The American men-of-war, in the meanwhile, created a diversion by bombarding various places along the coast.

The only accident which occurred during the landing of the American troops near Santiago was the wounding of a Cuban insurgent by the fire from the American ships. Six thousand troops are now encamped around Balaguit. The Spanish official account says that the landing was resisted by the Spaniards, who were outflanked at Balaguit, and retired to the mountains.

June 24th.
The American troops at Balaguit have advanced inland and hold six miles of country from the coast.

The insurgents say that the defences of Santiago are very strong, but Admiral Cervera has telegraphed for men and guns to assist in the defence, adding that the situation is critical. Admiral Sampson is sending big guns and camp paraphernalia. While the warship *Texas* was engaged in bombarding the forts near Santiago yesterday, a shell struck the *Texas* killing one man and wounding eight, and damaging the vessel.

HONGKONG WATER SUPPLY.

On 1st July 1898 the water in Tytan Reservoir was 19 ft. 4 in. below the overflow representing a storage of 241 millions gallons while the water in Pokfulam Reservoir was 1 ft. 2 in. below the overflow representing a storage of 64 millions gallons.

The following are the figures on the corresponding dates last year:—

Level.	Storage.
Tytan.....ft. qns. (above overflow) 410,000,000	
Pokfulam.....ft. qns. (above overflow) 66,000,000	

Total.....476,000,000
The total consumption for all purposes during June was 89 million gallons giving with an estimated population of 177,450 an average daily consumption of 17 gallons per head.
For the corresponding period last year the total consumption was 99 millions gallons or an average daily consumption of 19 gallons per head for the population.

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY,
Water Authority.

INDIAN NEWS.

OPIUM SALES.

SIMLA, June 22nd.
It is notified that not more than 40,800 chests of Bengal opium will be offered for sale in the calendar year 1899 and not more than 3,400 in each month, 1,950 chests in each month being Benares and 1,450 Patna opium. No reduction in these quantities will be made without three months' notice.

CENTRAL AFRICA.

SIMLA, June 23rd.
The rising of a force of 275 Sikhs required to relieve the Sikh Contingent lent to the British Central African Administration in 1895, will commence next month, the force being ready for despatch about October. Volunteering for the purpose will not be confined to Panjab regiments, but will be open to all regiments containing Sikhs.

THE PLAGUE.

CALCUTTA, June 23rd.
The plague returns to-day show two cases and two deaths, the totals to date being 134 cases and 100 deaths. Twelve cases are under treatment at the Medical College Hospital, two at the Campbell Hospital and one at Manicklal Hospital.
Nearly all the Native drivers, ticket collectors, portmen and syces of the Calcutta Tramway Company, have gone on strike after drawing their salaries, alleging as their reason their fear of the plague measures.
A native, who represented himself as a plague official, has been sentenced to one year.

June 24th.
To-day's plague returns show two cases and one death.

It appears that cases of plague have been suppressed in some wards and the Municipal Chairman has demanded an explanation from the Vigilance Committee concerned.

AMERICAN COLONIAL POLICY.

In discussing the question of the retention of the Philippines and of American Colonial policy, Mr. Chauncey Depew, who is passing through England, said to a Reuters representative:—

The sentiment of the United States on the question of colonial policy has not crystallized, because the subject has not been discussed. To retain the Philippines would mean a colonial policy which would be incomplete unless it took part in the grab for China. This would involve us at once in the complications of the Eastern question, and would compel us to put ourselves as to navy and army in a position to defend what we acquired and to meet force with force in any circumstances which might arise in that hemisphere with the Great Powers of Europe. My opposition to a colonial policy is the belief that it is contrary to the spirit of our institutions and detrimental to the interests of our country. No considerable population of the United States would ever leave the comfort and opportunities of America, and expatriate themselves to the hardships of colonial settlement anywhere.

They are infinitely better off at home. So by establishing military governments and creating a vast colonial civil list we should do so at the expense of the industry and labour of our country without an equivalent. We do not need the Philippines for protection, because with Spain driven from the western hemisphere, we are too far off to fear the interference of Europe, and our neighbours are too weak to cause us the least apprehension.

The *New York Herald* (Paris edition), in a leader on the Philippines, says:—“Has Admiral Dewey, after taking the Philippines caught a white elephant, which will ruin us as to food? It is certain the United States cannot give the islands back to Spain. Upon humanitarian grounds alone this is impossible. The United States cannot tell them to Great Britain, as the other European Powers would then become involved; and the same inevitable opposition would be created were they to be disposed of to any other European nation. In solving the question the main simplicity of English practice may show us the way, their sturdy common sense has solved the very same problem in Egypt. Let the islands, then, be given in the form most agreeable to the natives, but under the protection of the United States. Complications with European Powers will thus be avoided, and America will reap all the benefits of a Colonial possession without its responsibilities and risks.”

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Lordship the Puisne Judge,
Mr. A. G. Wills.)
July 7th.

THE UNITED SERVICE CLUB.
George Williams, secretary of the United Service Club, sued W. M. Thomson for £74.63 due for club. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff. The defendant admitted the club was his but he wished to say that they covered a period of three months—November, December and January. An account had never been rendered to him and he did not know how he stood and his club accumulated. He wished to say that if the suit went against him he would plead that he could not pay as his salary was only \$50 per month and he had been sick for some time. He had a large doctor's bill to pay besides great expenses for his wife and family.

Judgment was given against defendant and His Lordship told him that if he explained his case to the plaintiff, he might see that he could not get anything out of him and let him go.

HOW LIEUT. HOBSON BLOCKED
SANTIAGO HARBOUR.

On board the Associated Press dispatch boat *Danless* off Santiago de Cuba, June 3rd.

By one of the most brilliant exploits in naval annals, the cork has been driven into the bottle at Santiago de Cuba, and the Spanish fleet could not be more secure were the entrance to the harbour doored, barred, and double locked and the key dropped into the bottomless depth of the sea.

Lieut. Richmond P. Hobson, of the flagship *New York*, with a volunteer crew of seven men, under cover of darkness, after the moon had set shortly after 3 o'clock this morning, ran the big collier *Merrimac* in the throat of the harbour, swung her broadside to across the channel, and then exploded and sank her. Eosign Powell, also of the *New York*, with a steam launch, crept close under the guns of Moro Castle to take off the heroes of the *Merrimac*, and remained there pluckily until daylight discovered his position without seeing a trace of the *Merrimac's* daring crew.

Cushings' memorable feat in blowing up the Confederate ram *Albatross* is over-matched by Hobson's act, for Cushings' men crept up Albatross at midnight, and fell upon an unsuspecting foe. Hobson took his ship, over 300 feet long, into the very faces of the batteries, with the enemy at the guns, and blew it up. Discovery at the end of his journey was inevitable and death was almost certain. No name therefore can be written higher on war's temple of fame than his.

When Rear-Admiral Sampson joined Commander Schley on Wednesday, the latter had already ascertained that it would be impossible for the fleet to crawl into the rat hole in which the Spanish fleet had taken refuge. It was then that Hobson conceived the scheme of sinking the big collier across the harbour entrance, and asked to be allowed to execute it himself.

Hobson was so enthusiastic that his confidence was infectious, and the Admiral finally reluctantly gave his consent.
When the Admiral's consent was obtained, Hobson became impatient of all delay, and that very night Wednesday, after the moon went down, he set the time for the event.
Volunteers were called on all the ships of the fleet, and to the credit of the American navy he said few flocked. Whole cheering crews stepped forward at the summons for the hazardous duty. About 300 men on board the *New York*, 170 on board the *Tow* and a like proportion from the other ships volunteered, but Lieut. Hobson decided to risk as few lives as possible. He picked three from the *New York* and three from the *Merrimac*. The latter were green in the sea, but they knew the ship and had pleaded hard to go, and one man stowed away on board the collier.

Six other men selected from various ships, with Eosign Powell in command manned the launch, which was to lie at the harbour mouth and take off those who escaped. The *Merrimac*, was made ready. Six torpedoes were stowed along her port side, with wire connections to the bridge. Her anchors were lashed at the bow and stern. Her cargo of coal was shifted and her cargo ports were covered so that the launch could not be seen when the time came to cut her anchor lashings, open the sea cocks, and torpedo her bulkheads. The work was not completed until after 4 o'clock Thursday morning, but, with the sky falling in the east, Lieut. Hobson headed in on his dangerous mission.

On board the ships of the fleet, picketed about the entrance, every officer and man, with many warm heart-beats for their heroic comrades, waited the launch with eyes anxiously fixed on the joining headlands that marked the entrance of the harbour. But as the *Merrimac* steamed forward ahead, Admiral Sampson, pacing the deck of his flagship, looked at his watch and at the streaks in the east, and decided that the *Merrimac* could not reach the entrance before daylight. Consequently, the torpedo-boat *Porter*, which lay alongside, was dispatched to recall the daring officer.

Lieut. Hobson sent back a protest, with a request for permission to proceed. But the Admiral declined to allow him to take the chance, and the launch the *Merrimac* swung about. During the day Lieut. Hobson went aboard the flagship. His once white-duck trousers were as black as a coal-heaver's, his old fatigue coat was unbuttoned and his begrimed face deeply furrowed by tense drawn lines, but resolution shone in his eyes. So absorbed was he in the task ahead of him that, unmindful of his appearance and naval etiquette, he told the Admiral in a tone of command that he must not again be interrupted while he was at the entrance of the harbour. “I can carry you home safely, but I cannot recall,” he said. “but those who are no more recall.” My men have been keyed for twenty-four hours and are under a tremendous strain. Iron will break at last.”

Such was the indomitable will and courage with which he faced death and glory. When Hobson left the ship and the extended hands of his shipmates, more than one lad turned to hide the unbidden tears. But the lieutenant bade them adieu with a smile on his handsome face.

This morning the *Merrimac* started in shortly after 4 o'clock. The full moon had disappeared behind a black cloud bank in the west. It was that calm hour before dawn when life is at its lowest ebb and the tide runs out; carrying mortals with it.
“Slowly the seconds of fate ticked on, and for an hour 3,000 strained eyes strove to pierce the deep veil of night. Suddenly several blood-red tongues of fire shot down from the rocky eminences on which Moro is situated. They were followed by little streams of fire from the batteries opposite.

The *Merrimac* had reached the entrance of the harbour. She must have passed so close that a stone loosened from the frowning parapet of the castle would have fallen on her deck.
Into the murderous hail showered down on her the *Merrimac* passed and moved on a full quarter of a mile, enfiladed from all sides, rear and front, with a plunging fire from the batteries that surrounded her. It seems a miracle that the apparently riddled hull could have reached the goal.

After five minutes the fire ceased and all became dark again.
During the next half hour, while the fleet silently waited in suspense for the coming of the dawn, many fingers itched at the lanyards of the guns, and many a gunner sought permission to fire.

But nothing could be done. An ill-directed shot might hit our men, possibly struggling in the water toward the open sea. When the curtain of the night was at last lifted, the light disclosed a tiny steam launch riding the waves, at the very throat of the entrance of the harbour. In an instant the guns of the shore batteries were turned upon her, and with a last lingering vain look for the men of the *Merrimac*, Eosign Powell headed his launch close along shore to the westward. In this lay salvation. The guns of the batteries to the westward could not be depressed enough to hit the little launch and the guns on Moro Castle could not bear upon her.

But the Spaniards, nevertheless, fired wildly, overshooting the launch, until the latter was fully two miles up the coast. Then some of the shells began to drop fairly close, and one of them threw a cloud of spray on board the small craft.

In the meantime, the ships of the fleet had drawn in until the *New York*, Massachusetts, *Texas* and *Marblehead* were nearly three miles off Moro Castle. The firing of the guns continued, but the gunnery seemed to grow worse, until the Spaniards became tired.

Up to the time the Associated Press boat left the fleet this morning the Admiral had not given any orders for the bombardment of Santiago de Cuba's forts, but the spirit of revenge seemed to hang over the fleet, and by this time Moro Castle and the Spanish batteries may be in ruins.

The American sailors would think it retributive justice if part of the score owed by Spain was wiped out at Santiago de Cuba, where, twenty-five years ago, the forty-nine men of the *Virginius* were shot to death.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1893.

Barometer.....	29.857
Thermometer.....	75.2
Humidity.....	84.0
Rainfall.....	15.0

TO-DAY.

Barometer.....	29.84	29.76
Thermometer.....	75	75
Humidity.....	67	75
Rainfall.....		

TO-DAY.

Thursday, 7th July, 1898.

(Translation of Thomas & Beckett.)

Chinese.—

Jewish.—

Mohammedan.—

High water—Morning..... 04.13 min.

Afternoon..... 11.10 min.

Low water—Morning..... 08.12 min.

Afternoon..... 04.01 min.

ANNIVERSARIES.

1815—The Allies entered Paris.

1874—Loss of the *U.S. Centurion*.

1884—Orders of nobility established in Japan.

1896—Death of Sir John Pender.

1897—The King of Siam received by the Czar.

TO-MORROW.

Friday, 8th July, 1898.

Moon—In Equator 7.47 p.m.

High water—Morning..... 04.58 min.

Afternoon..... 04.1 min.

Low water—Morning..... 08.58 min.

Afternoon..... 04.58 min.

ANNIVERSARIES.

1836—Rt. Hon. Joseph Chamberlain, M.P., born.

1846—Canton factories attacked by Chinese.

1848—Attempted poisoning by Chinese at Hongkong of 35 men of the R. Artillery.

1850—Death of the Duke of Cambridge, the Queen's uncle.

1896—Fires in Japan; 3,000 houses destroyed.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Changha*) 9th inst.

Canadian (*Empress of Japan*) 13th inst.

Australian (*Australia*) 14th inst.

American (*Belgic*) 17th inst.

THE N. P. S. Co.'s steamer *Brasmar* arrived at Portland Or. from Japan and Hongkong on the 4th inst.

THE O. S. Co.'s steamer *Prometheus* from Liverpool left Singapore a.m. 7th inst., and may be expected here on or about Tuesday last inst.

THE Nippon Yusen Kaisha's steamer *Tosa Maru* (Europe Line) left Singapore for this port yesterday and is expected to arrive here on the 24th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Nagasaki at 6 a.m. to-day (Thursday the 7th) and leaves at 6 p.m. of same day for Shanghai where she is due to arrive at 4 a.m. on Saturday the 9th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Idora Pans.....at Kowloon Dock

Edith....." " "

Algonquin....." " "

Hydra....." " "

Chowfoo....." " " Cosmopolitan "

SWATOW.

Arrivals.....from Agents.

July 4 *Hailong*.....Amoy.....J. M. & Co.

4 *Nanyang*.....Hongkong.....J. M. & Co.

4 *Tientsin*.....Hongkong.....B. & S.

4 *Shanghai*.....Hongkong.....B. & S.

4 *Kiangnan*.....Amoy.....Tung Kee

4 *Yangtze*.....Amoy & Shanghai.....C.M.S.N. Co.

4 *Taiwan*.....Hongkong.....C.M.S.N. Co.

4 *Formosa*.....Hongkong.....J. M. & Co.

4 *Thales*.....Amoy.....J. M. & Co.

4 *Chunshan*.....Amoy.....B. & Co.

IN PORT—*Paoli*, *Taiwan*, *Yangtze*, *Tientsin*, *Shanghai*, *Towan*.

PASSED THE CANAL.

OUTWARD—May 31st; *Marla Valrie*, *Chia Kiang*, June 3; *Howell Hall*, June 7; *Nestor*, *Queen Mary*, *Ratho*, June 10; *Fagan*, *Arava*, June 13; *Shang*, *Prometheus*, June 17; *Brail*, *Brail*, *Brail*, *Brail*, June 21; *Carmichael*, *Algonquin*, *Drumgarth*, June 24; *Bornu*, *Aravida*, *Patroclus*.

HOMEWARD—*Frederic*, June 24th.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—“I have prescribed Scott's Emulsion in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effects; it has been in each case taken most readily.”—W. PARKIN, M.R.C.S., Medical Superintendent, Bullagh Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China: Watkins & Co., Hongkong.

Intimations.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Damper.

Sole Agents for China,
LUTGENS, EINSTMAN & Co.
Hongkong, 11th September, 1896.

MITSUI RUSSAN KAISHA
No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.
Branch Office—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports to JAPAN.

Agents:—
Milk Coal Mines.
Onsawar Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanaguchi Cotton Spinning Mill, Japan.
The Milk Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896.

THOS. I. ROSE,
Secretary.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED will be held at the REGISTERED OFFICE of the Company, No. 14, Praya Central, Victoria in the Colony of Hongkong on the 17th day of July, 1898, at 3 o'clock in the afternoon when the SUBJOINED RESOLUTION will be proposed. Should the Resolution be passed by the required Majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.
“That the Regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such regulations be and they are hereby adopted as the regulations of the Company to the exclusion of all the existing Regulations thereof.”

a printed copy of the proposed new Regulations can be seen at any time during Office Hours at the Office of the Company.
Dated the 30th June, 1898.
By Order of the Board,
THOS. I. ROSE,
Secretary.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

LEVY HERMANOS.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHIMULPO, NAOSAKI, FUSAN and GENSAN.	FRIDAY, 8th July, at 12 Noon.
MIKE MARU	BOMBAY, via SINGAPORE (Trans-shipping Cargo for JAVA PORTS) and COLOMBO.	TUESDAY, 12th July, at Noon.
TOSA MARU	KOBE AND YOKOHAMA.	WEDNESDAY, 13th July, at 4 P.M.
RIODUN MARU	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU	WERN, via SINGAPORE Trans-shipping Cargo for JAVA PORTS, KANG, COLOMBO and PORT SAID.	TUESDAY, 19th July, at 4 P.M.
OMI MARU	HAGASAKI, KOBE & YOKOHAMA.	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 29th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 7th July, 1898.

A. S. MIHARA, Manager.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON,"

Captain "Lyett," will be despatched on SATURDAY, the 9th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th July, 1898. [837]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CAIRO, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA,"

Captain C. Rellen, will be despatched as above on SATURDAY, the 9th instant, P.M.

Silk and Valuable cargo will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 2nd July, 1898. [833]

FOR SINGAPORE, COLOMBO, HAVRE AND HAMBURG.

(Calling at NAPLES if sufficient inducement offers.)

THE Company's Steamship

"DELLA,"

Captain E. Christensen, will be despatched for the above Ports on or about the 9th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co. Agents.

Hongkong, 2nd July, 1898. [788]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Jackson, will be despatched as above on MONDAY, the 11th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1898. [789]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain G. Payne, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATTHEW & Co., General Managers.

Hongkong, 5th July, 1898. [829]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on TUESDAY, the 12th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th July, 1898. [837]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, etc.)

THE Company's Steamship

"MOYUNE,"

Captain R. Conrad, will be despatched as above on or about the 15th instant.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th July, 1898. [784]

MÖGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Company's Steamship

"FATHAN,"

will be despatched as above on or about the 15th July.

S.S. "MACDUFF" about 31st July, 1898.

S.S. "SIKH" about 13th Aug., 1898.

For Freight or Passage, apply to DODD, WELLS, CARLILL & Co., Agents.

Hongkong, 29th June, 1898. [293]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNEBANK,"

Grieg, Master, will load here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th June, 1898. [744]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 14, Le-Hou Road.

[5 now in a position, in his New and Com- plete Photographic Art, to supply, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

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Mails.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"VERONA,"

Captain S. Baicham, carrying Her Majesty's Mails, will be despatched from this for BOM- BAY AND STRAITS, etc., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 25th June 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

via SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 1,367 J. T. Trenchard ... July 19

Olympia 1,508 T. H. Dobson ... Aug. 6

Arctica 1,505 J. F. Patton, R.N.R. ... Aug. 23

Tacoma 1,549 A. Dixon ... Sept. 17

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bramar 1,601 E. Porter ... Aug. 13

Mogul 1,354 W. H. Wright ... Sept. 10

Columbia 1,505 A. G. New ... Oct. 1

Bramar 1,601 E. Porter ... Nov. 5

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passen- gers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application. Special rates allowed to members of Govern- ment Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODD, WELLS, CARLILL & Co., General Agents.

Hongkong, 4th July, 1898. [6]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern ... Wednesday 10th July.

Prins Heinrich ... Wednesday 17th Aug.

Darmstadt ... Wednesday 14th Sept.

Prinzess ... Wednesday 12th Oct.

Sachsen ... Wednesday 9th Nov.

Bayern ... Wednesday 7th Dec.

Prins Heinrich ... Wednesday 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Fehn, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Luggage can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 22nd June, 1898. [783]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 10th July, 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 29th June, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

via THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 16th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd Aug., at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 26th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to